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(54) **COMPRESSOR TIP CLEARANCE CONTROL
AND GAS TURBINE ENGINE**

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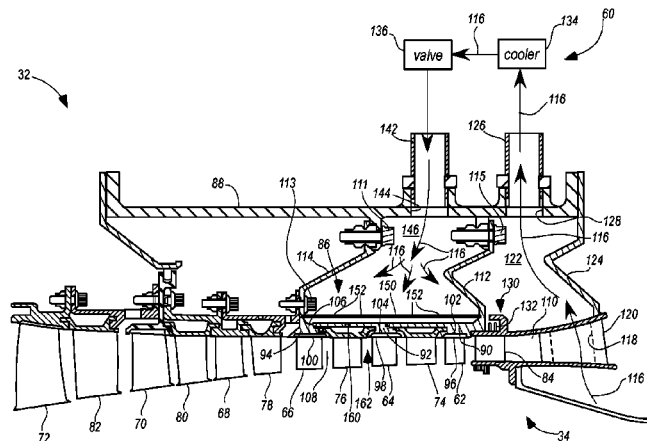
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ABSTRACT

A unique compressor includes a rotating compressor blade having a blade tip; a compressor case having a blade track disposed opposite the blade tip; and a tip clearance control system including a fluid impingement structure. This structure has a plurality of openings to impinge a fluid received from a diffuser onto the compressor case. The tip clearance control system is configured to control a clearance between the blade tip and the blade track by impinging the fluid onto the compressor case and modulating the same with a valve in fluid communication with the diffuser. A further form includes a unique gas turbine engine having a compressor with a compressor blade tip, a compressor case disposed opposite the blade tip, and a fluid impingement structure having openings to impinge a fluid onto the case. Also included are other apparatuses, systems, devices, hardware, methods, and combinations for compressor blade tip clearance control.

14 Claims, 2 Drawing Sheets



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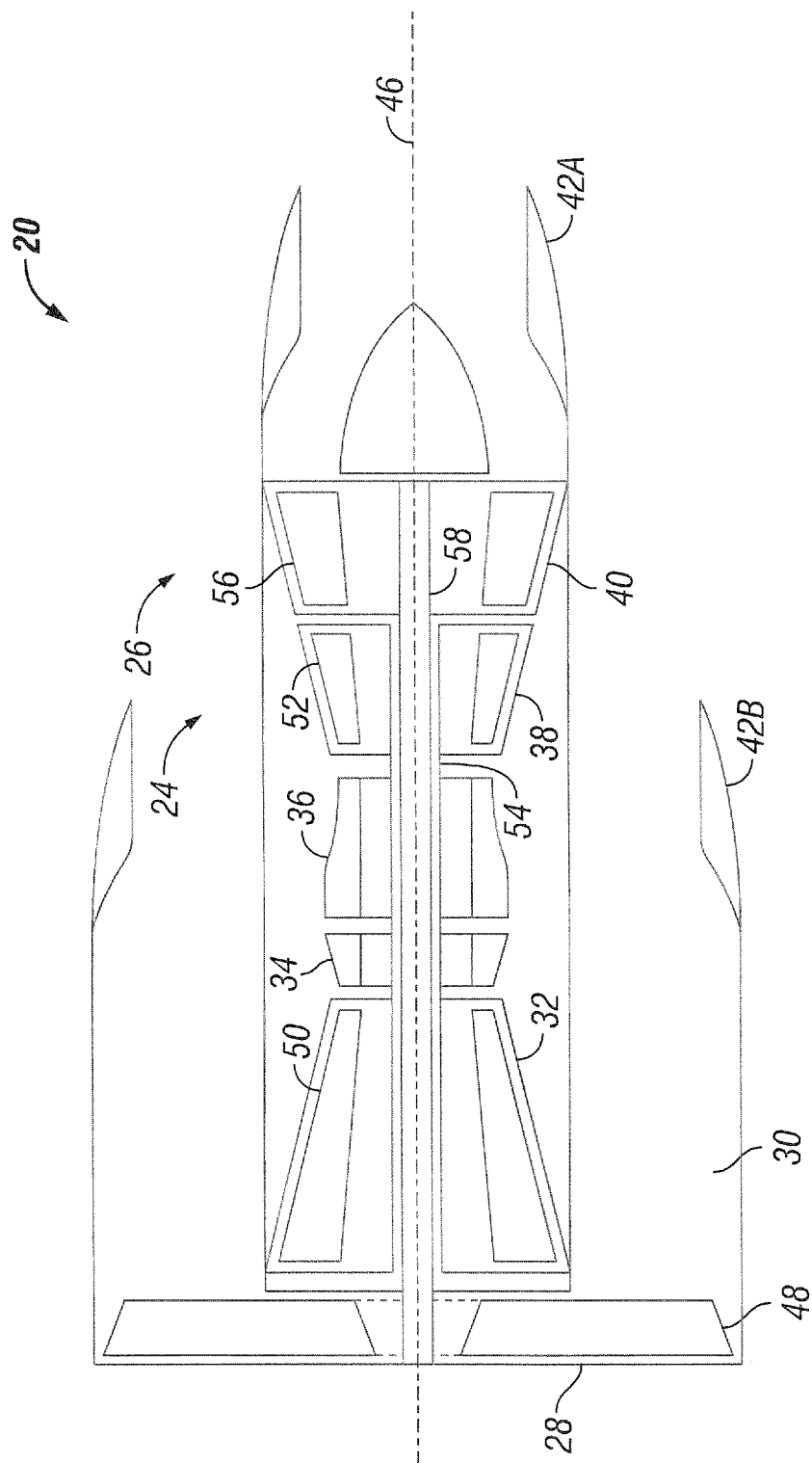


FIG. 1

FIG. 2

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COMPRESSOR TIP CLEARANCE CONTROL AND GAS TURBINE ENGINE

CROSS REFERENCE TO RELATED APPLICATIONS

The present application claims benefit of U.S. Provisional Patent Application No. 61/428,803, filed Dec. 30, 2010, entitled COMPRESSOR TIP CLEARANCE CONTROL AND GAS TURBINE ENGINE, which is incorporated herein by reference.

FIELD OF THE INVENTION

The present invention relates to gas turbine engines and compressors, and more particularly, to compressor blade tip clearance control.

BACKGROUND

Blade tip clearance control for compressors and gas turbine engine compressors remain an area of interest. Some existing systems have various shortcomings, drawbacks, and disadvantages relative to certain applications. Accordingly, there remains a need for further contributions in this area of technology.

SUMMARY

One embodiment of the present invention is a unique compressor. Another embodiment of the present invention is a unique gas turbine engine. Other embodiments include apparatuses, systems, devices, hardware, methods, and combinations for blade tip clearance control for compressors and gas turbine engine compressors. Further embodiments, forms, features, aspects, benefits, and advantages of the present application will become apparent from the description and figures provided herewith.

BRIEF DESCRIPTION OF THE DRAWINGS

The description herein makes reference to the accompanying drawings wherein like reference numerals refer to like parts throughout the several views, and wherein:

FIG. 1 schematically illustrates some aspects of a non-limiting example of a gas turbine engine in accordance with an embodiment of the present invention.

FIG. 2 illustrates some aspects of a non-limiting example of a compressor with a tip clearance control system in accordance with an embodiment of the present invention.

DETAILED DESCRIPTION

For purposes of promoting an understanding of the principles of the invention, reference will now be made to the embodiments illustrated in the drawings, and specific language will be used to describe the same. It will nonetheless be understood that no limitation of the scope of the invention is intended by the illustration and description of certain embodiments of the invention. In addition, any alterations and/or modifications of the illustrated and/or described embodiment(s) are contemplated as being within the scope of the present invention. Further, any other applications of the principles of the invention, as illustrated and/or described herein, as would normally occur to one skilled in the art to which the invention pertains, are contemplated as being within the scope of the present invention.

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Referring to FIG. 1, there are illustrated some aspects of a non-limiting example of gas turbine engine 20 in accordance with an embodiment of the present invention. In one form, engine 20 is a two spool engine having a high pressure spool 24 and a low pressure spool 26. In other embodiments, engine 20 may include three or more spools, or may include only a single spool. In one form, engine 20 is a turbofan engine, wherein low pressure spool 26 powers a propulsor 28 in the form of a turbofan (fan), referred to herein as a turbofan or a fan. In other embodiments, engine 20 may be a turboprop engine, wherein low pressure spool 26 powers a propulsor 28 in the form of a propeller system (not shown), e.g., via a reduction gearbox (not shown). In still other embodiments, engine 20 may be a marine and/or industrial gas turbine engine, e.g., for providing marine and/or land propulsion, power generation, fluid pumping and/or other work.

In one form, engine 20 includes, in addition to fan 28, a bypass duct 30, a compressor 32, a diffuser 34, a combustor 36, a high pressure (HP) turbine 38, a low pressure (LP) turbine 40, a nozzle 42A, and a nozzle 42B. In other embodiments, there may be, for example, an intermediate pressure spool having an intermediate pressure turbine.

Bypass duct 30 is in fluid communication with nozzle 42B. Diffuser 34 is in fluid communication with compressor 32. Combustor 36 is fluidly disposed between compressor 32 and turbine 38. In one form, combustor 36 includes a combustion liner (not shown) that contains a continuous combustion process. In other embodiments, combustor 36 may take other forms, and may be, for example, a wave rotor combustion system, a rotary valve combustion system, and/or a slinger combustion system, and may employ deflagration and/or detonation combustion processes. Turbine 40 is fluidly disposed between turbine 38 and nozzle 42B. In the depicted embodiment, engine 20 core flow is discharged through nozzle 42A, and the bypass flow is discharged through nozzle 42B. In other embodiments, other nozzle arrangements may be employed, e.g., a common nozzle for core and bypass flow; a nozzle for core flow, but no nozzle for bypass flow; or another nozzle arrangement. Bypass duct 30 and compressor 32 are in fluid communication with fan 28.

Fan 28 includes a fan rotor system 48. In various embodiments, fan rotor system 48 includes one or more rotors (not shown) that are powered by turbine 40. Fan 28 may include one or more vanes (not shown). Bypass duct 30 is operative to transmit a bypass flow generated by fan 28 around the core of engine 20. Compressor 32 includes a compressor rotor system 50. In various embodiments, compressor rotor system 50 includes one or more rotors (not shown) that are powered by turbine 38. Turbine 38 includes a turbine rotor system 52. In various embodiments, turbine rotor system 52 includes one or more rotors (not shown) operative to drive compressor rotor system 50. Turbine rotor system 52 is drivingly coupled to compressor rotor system 50 via a shafting system 54. Turbine 40 includes a turbine rotor system 56. In various embodiments, turbine rotor system 56 includes one or more rotors (not shown) operative to drive fan rotor system 48. Turbine rotor system 56 is drivingly coupled to fan rotor system 48 via a shafting system 58. In various embodiments, shafting systems 54 and 58 include a plurality of shafts that may rotate at the same or different speeds and directions. In some embodiments, only a single shaft may be employed in one or both of shafting systems 54 and 58. In one form, rotor systems 48, 50, 52 and 56, and

shafting systems **54** and **58** rotate about an engine centerline **46**. Turbine **40** is operative to discharge an engine **20** core flow to nozzle **42A**.

During normal operation of gas turbine engine **20**, air is drawn into the inlet of fan **28** and pressurized by fan rotor system **48**. Some of the air pressurized by fan rotor system **48** is directed into compressor **32** as core flow, and some of the pressurized air is directed into bypass duct **30** as bypass flow. Compressor **32** further pressurizes the portion of the air received therein from fan **28**, which is then discharged into diffuser **34**. Diffuser **34** reduces the velocity of the pressurized air, and directs the diffused core airflow into combustor **36**. Fuel is mixed with the pressurized air in combustor **36**, which is then combusted. The hot gases exiting combustor **36** are directed into turbines **38** and **40**, which extract energy in the form of mechanical shaft power to drive compressor **32** and fan **28** via respective shafting systems **54** and **58**. In addition, in some embodiments, such as in turbofan, propjet or jet configurations, turbine **40** generates a thrust output.

Referring to FIG. 2, some aspects of a non-limiting example of compressor **32** with a tip clearance control system **60** in accordance with an embodiment of the present invention is schematically depicted. Included as part of compressor rotor system **50** are a plurality of rotating compressor blades **62, 64, 66, 68, 70** and **72**, each of which is disposed in a corresponding compressor blade stage having blades spaced apart circumferentially. In one form, compressor **32** is an axial compressor. In other embodiments, compressor **32** may be a centrifugal compressor or an axi-centrifugal compressor. In one form, compressor **32** includes a plurality of vanes **74, 76, 78, 80** and **82** disposed axially adjacent to compressor blades **64, 66, 68, 70** and **72**. In some embodiments, compressor **32** may not include vanes. A vane **84** is disposed downstream of blade **62**. In one form, vane **84** is considered a part of diffuser **34**. In other embodiments, vane **84** may be considered a part of compressor **32**.

Vanes **74, 76, 78, 80** and **82** are mechanically supported by an inner compressor case **86**. Inner compressor case **86** is mechanically supported by an outer compressor case **88**. Outer compressor case **88** is disposed around inner compressor case **86**. Vane **84** is supported by diffuser **34**. In one form, inner compressor case **86** is formed of a plurality of ring cases, e.g., including ring cases **90, 92** and **94**. In other embodiments, inner compressor case **86** may be a single integrally formed structure, or may be any number of structures assembled and/or joined together. Blades **62, 64** and **66** have respective tips **96, 98** and **100** disposed opposite inner compressor case **86**. In one form, ring cases **90, 92** and **94** include respective abradable blade tracks **102, 104** and **106** disposed opposite tips **96, 98** and **100**. Other embodiments may not include abradable blade tracks, e.g., structural or non-structural materials of inner compressor case **86** may be disposed opposite blade tips **96, 98** and/or **100** without an intervening abradable material. In various embodiments, one or more coatings and/or treatments may or may not be applied to inner compressor case **86** or portions thereof opposite blade tips **96, 98** and/or **100**.

Tip clearance control system **60** is configured to control a clearance between the blade tips **96, 98** and **100** and inner compressor case **86**, e.g., blade tracks **102, 104** and **106**. In one form, in order to control tip clearance between blade tips **96, 98** and **100** and inner compressor case **86**, e.g., blade tracks **102, 104** and **106**, tip clearance control system **60** impinges a fluid onto inner compressor case **86**. In one form, the fluid is air. In other embodiments, other fluids may be employed in addition to or in place of air. In one form, the

air is air that has been compressed by compressor **32**. In other embodiments, other sources of air may be employed. In one form, the impingement fluid is cooled prior to impingement upon inner compressor case **86**. In other embodiments, the fluid may not be cooled and/or may be heated or may be supplied without any heating or cooling, e.g., depending on the temperature of the fluid and other aspects of a particular application.

Blades **62, 64, 66, 68, 70** and **72** and vanes **74, 76, 78, 80** and **82** are disposed in a compressor flowpath **108** formed in part by inner compressor case **86**, and by structures (not shown) disposed at root portions of blades **62, 64, 66, 68, 70** and **72** and vanes **74, 76, 78, 80** and **82**. Vane **84** is disposed in a diffuser flowpath **110** located immediately downstream of compressor flowpath **108**.

Extending from ring case **90** is a support structure **112**. Support structure **112** extends between inner compressor case **86** and outer compressor case **88**, and supports the aft end of inner compressor case **86**. Support structure **112** is configured for radial flexibility for absorbing a thermal growth differential between inner compressor case **86** and outer compressor case **88**, e.g., resulting from tip clearance control system **60** impinging the fluid onto inner compressor case **86**. In one form, the radial flexibility is supplied by extending support structure **112** in axial directions in addition to radial directions. In other embodiments, other configurations or arrangements may be employed to provide radial flexibility. In one form, support structure **112** is attached to outer compressor case **88** via a bolted flange arrangement. In other embodiments, support structure **112** may be coupled or affixed to outer compressor case **88** via one or more other arrangements, including being integral with outer compressor case **88**.

Extending from ring case **94** is a support structure **114**. Support structure **114** extends between inner compressor case **86** and outer compressor case **88**, and supports the forward end of inner compressor case **86**. Support structure **114** is configured for radial flexibility for absorbing a thermal growth differential between inner compressor case **86** and outer compressor case **88**, e.g., resulting from tip clearance control system **60** impinging the fluid onto inner compressor case **86**. In one form, the radial flexibility is supplied by extending support structure **114** in an axial direction in addition to radial directions. In other embodiments, other configurations or arrangements may be employed to provide radial flexibility. In one form, support structure **114** is attached to outer compressor case **88** via a bolted flange arrangement. In other embodiments, support structure **114** may be coupled or affixed to outer compressor case **88** via one or more other arrangements, including being integral with outer compressor case **88**. It should be noted that the support structure **112** includes a first connector **111** attached to the outer compressor case **88** and a second connector **113** attached to the inner compressor case **86**. As shown in FIG. 2, the support structure **114** is angled between the first connector **111** and the second connector **113**. Moreover, the support structure **112** includes a third connector **115** attached to the outer compressor case **88** and has as a bended knee shape connecting the outer compressor case **88** to the inner compressor case **86**.

In one form, the fluid that is impinged upon inner compressor case **86** by tip clearance control system **60** is compressor **32** discharge air **116** that has been diffused by diffuser **34**. In one form, the air is supplied through an opening **118** in a diffuser vane **120**. Air **116** then passes through a cavity **122** defined between support structure **112** and a diffuser support structure **124**. Air **116** then passes

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from cavity 122 into a discharge tube 126 extending from a discharge opening 128 in outer compressor case 88. In other embodiments, other arrangements for obtaining air 116 may be employed.

In one form, a joint 130 is formed at the interface between diffuser 34 and inner compressor case 86. Joint 130 is configured to permit relative radial motion between inner compressor case 86 and diffuser 34, e.g., resulting from the impingement of air 116 onto inner compressor case 86. In other embodiments, joint 130 may be formed between inner compressor case 86 and one or more other static structures. In one form, a bellows seal 132 forms a part of joint 130, which permits the relative radial motion while sealing the interface between inner compressor case 86 and diffuser 34. In other embodiments, other sealing arrangements may be employed.

In one form, air 116 is cooled by a cooler 134 prior to being impinged upon inner compressor case 86. In other embodiments, air 116 may be conditioned to any desired temperature via one or more thermal management means. In one form, cooler 134 is a heat exchanger, e.g., an air-to-air heat exchanger or an air/fuel heat exchanger. In other embodiments, other cooling schemes may be employed. In one form, cooler 134 is mounted on engine 20 and considered a part thereof. In other embodiments, cooler 134 may be mounted elsewhere.

Air 116 exiting cooler 134 is supplied to a valve 136. Valve 136 is configured to control the flow of air 116, and is disposed upstream of impingement openings that impinge air 116 onto inner compressor case 86. In one form, valve 136 is configured to modulate the flow of air 116 between a maximum flow amount and a minimum flow amount. In one form, the minimum flow amount is zero flow of air 116. In other embodiments, valve 136 may be an on/off valve.

Air 116 exiting valve 136 is passed via a supply tube 142 extending from a supply opening 144 in outer compressor case 88 into a distribution channel 146 formed between support structures 112 and 114, outer compressor case 88 and inner compressor case 86. In various embodiments, more than one of each of cooler 134 and valve 136 may be employed. For example, in some embodiments, a plurality of coolers 134 and valves 136 may be employed, e.g., with corresponding discharge tubes 126 and discharge openings 128, and supply tubes 142 and supply openings 144, respectively, spaced apart circumferentially around outer compressor case 88. In some embodiments, such an arrangement may be employed to preferentially cool different circumferential sectors of inner compressor case 86, e.g., to control the roundness of inner compressor case 86 during the operation of engine 20.

Distribution channel 146 is configured to distribute air 116 from supply opening 144 to desired locations for subsequent impingement upon inner compressor case 86. Disposed adjacent to inner compressor case 86 is a fluid impingement structure 150 having a plurality of impingement openings 152 configured to impinge air 116 onto inner compressor case 86. Tip clearance control system 60 supplies air 116 to impingement structure 150 and impingement openings 152 via supply opening 144 and distribution channel 146. In one form, impingement openings 152 are angled radially inward toward the center of rotation of the compressor blades, i.e., engine centerline 46 (FIG. 1). In other embodiments, one or more impingement openings 152 may also be angled in one or more circumferential and/or axial directions, e.g., to direct bulk flow of air 116 in one or more desired directions. After having impinged onto inner com-

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pressor case 86, air 116 is directed into compressor flowpath 108 via openings 160 and 162.

In one form, fluid impingement structure 150 is an impingement plate, i.e., a plate having impingement openings 152 formed therein. In one form, the impingement plate is disposed adjacent to inner compressor case 86, and extends circumferentially around inner compressor case 86. In other embodiments, the impingement plate may only be disposed adjacent to one or more desired parts of inner compressor case 86. In various embodiments, the impingement plate may be one or more flat plates and/or one or more curved plates. In other embodiments impingement structure may take other forms, e.g., an impingement tube.

Embodiments of the present invention include a compressor, comprising: a rotating compressor blade having a blade tip; a compressor case having a blade track disposed opposite the blade tip; and a tip clearance control system including a fluid impingement structure having a plurality of impingement openings configured to impinge a fluid onto the compressor case, wherein the tip clearance control system is configured to control a clearance between the blade tip and the blade track by impinging the fluid onto the compressor case.

In a refinement, the fluid is air compressed by the compressor.

In another refinement, the fluid is cooled prior to impingement onto the compressor case.

In yet another refinement, the compressor case is an inner compressor case, further comprising an outer compressor case disposed around the inner compressor case.

In still another refinement, the inner compressor case is mechanically supported by the outer compressor case.

In yet still another refinement, the compressor further comprises a support structure extending between the inner compressor case and the outer compressor case, wherein the support structure is configured for radial flexibility for absorbing a thermal growth differential between the inner compressor case and the outer compressor case resulting from impingement of the fluid onto the inner compressor case.

In a further refinement, the compressor further comprises an other support structure extending between the inner compressor case and the outer compressor case, wherein the fluid is supplied to the plurality of impingement openings via a supply opening in the outer compressor case; and wherein the support structure and the other support structure form a distribution channel configured to distribute the fluid from the supply opening to a desired location for subsequent impingement upon the inner compressor case.

In a yet further refinement, the fluid impingement structure is an impingement plate having the plurality of impingement openings therein; and wherein the impingement plate is disposed adjacent to at least part of the compressor case.

In a still further refinement, at least one of the impingement openings is angled radially inward toward the center of rotation of the rotating compressor blade.

In a yet still further refinement, the compressor further comprises a compressor flowpath, wherein the compressor is configured to discharge the fluid into the compressor flowpath after impingement of the fluid onto the compressor case.

Embodiments of the present invention include a gas turbine engine, comprising: a compressor including a rotating compressor blade having a blade tip, and a compressor case disposed opposite the blade tip; a fluid impingement structure having a plurality of impingement openings configured to impinge a fluid onto the compressor case; a

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combustor in fluid communication with the compressor; and a turbine in fluid communication with the combustor.

In a refinement, the gas turbine engine further comprises a tip clearance control system configured to control a clearance between the blade tip and the compressor case by impinging the fluid onto the compressor case, wherein the tip clearance control system is configured to supply the fluid to the fluid impingement structure.

In another refinement, the gas turbine engine further comprises a cooler configured to cool the fluid prior to impingement onto the compressor case.

In yet another refinement, the cooler is a heat exchanger.

In still another refinement, the gas turbine engine further comprises a valve configured to control a flow of the fluid, wherein the valve is fluidly disposed upstream of the impingement openings.

In yet still another refinement, the valve is configured to modulate the flow of the fluid between a maximum flow amount and a minimum flow amount.

In a further refinement, the minimum flow amount is zero flow of the fluid.

In a yet further refinement, the gas turbine engine further comprises: a static structure adjacent to the compressor case; and a joint configured to permit relative radial motion as between the compressor case and the static structure.

Embodiments of the present invention include a gas turbine engine, comprising: a compressor including a rotating compressor blade having a blade tip, and a compressor case disposed opposite the blade tip; a combustor in fluid communication with the compressor; a turbine in fluid communication with the combustor; and means for controlling a clearance between the blade tip and the compressor case by impinging a fluid onto the compressor case.

In a refinement, the means for controlling includes a fluid impingement structure having a plurality of impingement openings configured to impinge the fluid onto the compressor case.

While the invention has been described in connection with what is presently considered to be the most practical and preferred embodiment, it is to be understood that the invention is not to be limited to the disclosed embodiment(s), but on the contrary, is intended to cover various modifications and equivalent arrangements included within the spirit and scope of the appended claims, which scope is to be accorded the broadest interpretation so as to encompass all such modifications and equivalent structures as permitted under the law. Furthermore it should be understood that while the use of the word preferable, preferably, or preferred in the description above indicates that feature so described may be more desirable, it nonetheless may not be necessary and any embodiment lacking the same may be contemplated as within the scope of the invention, that scope being defined by the claims that follow. In reading the claims it is intended that when words such as "a," "an," "at least one" and "at least a portion" are used, there is no intention to limit the claim to only one item unless specifically stated to the contrary in the claim. Further, when the language "at least a portion" and/or "a portion" is used the item may include a portion and/or the entire item unless specifically stated to the contrary.

What is claimed is:

1. A compressor, comprising:

a rotating compressor blade having a blade tip;

an outer compressor case and an inner compressor case, the inner compressor case having a blade track disposed opposite the blade tip; and

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a tip clearance control system including

a fluid impingement structure having a plurality of impingement openings configured to impinge a fluid onto the inner compressor case;

a valve in communication with the fluid impingement structure to control flow of the fluid received from a diffuser downstream from the compressor such that the fluid from the diffuser travels radially through an opening of the diffuser to a cooler, wherein

the cooler is in fluid communication with the fluid impingement structure to cool the fluid, wherein the tip clearance control system is configured to control a clearance between the blade tip and the blade track by impinging the cooled fluid that has been cooled by the cooler onto the inner compressor case and wherein the valve is configured to modulate the cooled fluid between different flow amounts of the cooled fluid, and wherein the diffuser is in fluid communication with the fluid impingement structure through the cooler and the valve and a distribution channel; and

a first support structure and a second support structure both configured for radial flexibility, wherein the first support structure and the second support structure absorb a thermal growth differential between the inner compressor case and the outer compressor case resulting from impingement of the cooled fluid onto the inner compressor case, wherein the first support structure includes a first connector attached to the outer compressor case and a second connector attached to the inner compressor case, wherein the first support structure is angled between the first connector and the second connector, wherein the second support structure includes a third connector attached to the outer compressor case, and wherein the second support structure has a bended knee shape and connects the outer compressor case to the inner compressor case.

2. The compressor of claim 1, wherein the fluid is air compressed by the compressor.

3. The compressor of claim 1, wherein the inner compressor case is mechanically supported by the outer compressor case.

4. The compressor of claim 3, wherein the first support structure connects the inner compressor case to the outer compressor case and is radially flexible such that based on the cooled fluid via the cooler, the first support structure contracts and the inner compressor case is moved radially toward the outer compressor case resulting in the clearance between the blade tip and the blade track.

5. The compressor of claim 4, wherein the second support structure extends between the inner compressor case and the outer compressor case, wherein the cooled fluid is supplied to the plurality of impingement openings via a supply opening in the outer compressor case; and wherein the first support structure and the second support structure form a distribution channel configured to distribute the cooled fluid from the supply opening for impingement upon the inner compressor case.

6. The compressor of claim 1, wherein the fluid impingement structure is an impingement plate having the plurality of impingement openings therein; and wherein the impingement plate is disposed adjacent to at least part of the inner compressor case.

7. The compressor of claim 1, wherein at least one of the impingement openings is angled radially inward toward the center of rotation of the rotating compressor blade.

8. The compressor of claim 1, further comprising a compressor flowpath, wherein the compressor is configured to discharge the cooled fluid into the compressor flowpath after impingement of the cooled fluid onto the inner compressor case.

9. A gas turbine engine, comprising:

a compressor including a rotating compressor blade having a blade tip, an outer compressor case and an inner compressor case, the inner compressor case disposed opposite the blade tip;

a fluid impingement structure having a plurality of impingement openings configured to impinge a fluid onto the inner compressor case;

a cooler in fluid communication with the fluid impingement structure to cool the fluid;

a diffuser downstream from the compressor to receive a working fluid discharge from the compressor, wherein the diffuser is in fluid communication with the fluid impingement structure and is configured to provide the fluid to the fluid impingement structure such that the fluid from the diffuser travels radially through an opening of the diffuser through the cooler and a distribution channel;

a combustor in fluid communication with the compressor through the diffuser;

a turbine in fluid communication with the combustor; and

a first support structure and a second support structure both configured for radial flexibility, wherein the first support structure and the second support structure absorb a thermal growth differential between the inner compressor case and the outer compressor case resulting from impingement of the cooled fluid that has been cooled by the cooler onto the inner compressor case, wherein the first support structure includes a first connector attached to the outer compressor case and a second connector attached to the inner compressor case, wherein the first support structure is angled between the first connector and the second connector, wherein the second support structure includes a third connector attached to the outer compressor case, and wherein the second support structure has a bended knee shape and connects the outer compressor case to the inner compressor case.

10. The gas turbine engine of claim 9, wherein the cooler is a heat exchanger.

11. The gas turbine engine of claim 9, further comprising a valve configured to control a flow of the cooled fluid, wherein the valve is fluidly disposed upstream of the plurality of impingement openings.

12. The gas turbine engine of claim 11, wherein the valve is configured to modulate the flow of the cooled fluid between a maximum flow amount and a minimum flow amount.

13. The gas turbine engine of claim 9, wherein the first support structure and the second support structure connect the inner compressor case to the outer compressor case, and are radially flexible such that based on the cooled fluid via

the cooler, the first support structure and the second support structure contract and the inner compressor case is moved radially toward the outer compressor case resulting in a clearance between the blade tip and the inner compressor case.

14. A gas turbine engine, comprising:

a compressor including a rotating compressor blade having a blade tip, an outer compressor case and an inner compressor case, the inner compressor case disposed opposite the blade tip;

a diffuser downstream from the compressor receiving a working fluid discharge from the compressor, the diffuser including a pathway to provide a portion of the working fluid discharge as a fluid flow toward the compressor;

a combustor structured to receive the working fluid discharge from the compressor through the diffuser;

a turbine in fluid communication with the combustor; and

a tip clearance control system configured to provide a clearance between the blade tip and the inner compressor case by impinging the fluid flow onto the inner compressor case, the tip clearance control system including

a cooler configured to receive the fluid flow from the diffuser and cool the fluid flow to the compressor;

a fluid impingement structure having a plurality of impingement openings configured to impinge the cooled fluid flow onto the inner compressor case;

a valve configured to receive the cooled fluid flow from the cooler and provide the cooled fluid flow to the compressor, the valve being configured to modulate the cooled fluid flow between different flow amounts of the cooled fluid flow;

wherein the diffuser is in fluid communication with the inner compressor case and is configured to provide the fluid to the inner compressor case such that the fluid from the diffuser travels radially through an opening of the diffuser through the cooler and the valve and a distribution channel; and

a first support structure and a second support structure both configured for radial flexibility, wherein the first support structure and the second support structure absorb a thermal growth differential between the inner compressor case and the outer compressor case resulting from impingement of the cooled fluid onto the inner compressor case, wherein the first support structure includes a first connector attached to the outer compressor case and a second connector attached to the inner compressor case, wherein the first support structure is angled between the first connector and the second connector, wherein the second support structure includes a third connector attached to the outer compressor case, and wherein the second support structure has a bended knee shape and connects the outer compressor case to the inner compressor case.

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